4.3.5.4.8 *Socioeconomics*

This section analyzes the socioeconomic effects of the Evolutionary LWR for each of the candidate sites. Only the sites with the greatest socioeconomic effects are discussed. The effects at all of the candidate sites are found in the Supplemental Socioeconomic Data Report (Socio 1996a). The large-reactor option will be analyzed in this section because it would have a greater impact on the region than the smaller-reactor option.

Regional Economy Characteristics. Constructing an evolutionary LWR at any of the sites analyzed would generate employment and income increases within the affected REA. Constructing the facility would require 3,500 workers in the peak year of construction at any site. The largest increases in regional employment (about 4 percent) would occur at INEL while the largest increase in regional per capita income (less than 1 percent) would occur at ORR. A total of 7,106 new jobs (3,500 direct and 3,606 indirect) would be generated and regional unemployment would fall from 5.4 to 3.0 percent at INEL (Socio 1996a).

A workforce of 830 would be required to operate the facility at any site. Operating the facility at Pantex would generate the greatest change in regional employment (approximately 1 percent). A total of 3,540 new jobs (830 direct and 2,710 indirect) would be created by the operational activities, and regional unemployment would fall to 3.7 percent. The largest increase in regional per capita income would occur as a result of operating the facility at INEL, but the increase would still be less than 1 percent over No Action (Socio 1996a).

Population and Housing. At all of the sites analyzed, workers would in-migrate to fill some of the newly created positions during both construction and operation. Project-related population increases would be greatest at INEL during construction of the reactor. Population in the ROI would increase by approximately 3 percent during this period. Pantex would require the largest number of in-migrating workers during operation; however, the population increase would be less than 1 percent. During construction, housing units, in excess of existing vacancies, would be required at all of the sites analyzed, except NTS. Additional housing construction would also be required during operation at all of the sites analyzed, except NTS and ORR, to accommodate the in-migrating population. The greatest increase in housing requirements (approximately 3 percent during construction and much less than 1 percent during operation) would be in the INEL ROI. Historic housing construction rates indicate there would be sufficient housing units available to accommodate the in-migrating population at all of the sites analyzed. (Socio 1996a).

Community Services. Constructing an evolutionary LWR would increase demand for community services at all the sites analyzed. The effects of population increases due to in-migrating workers during construction or operation on community services at any of the sites analyzed would be minor. The following discussion focuses on the Pantex and INEL ROIs where the greatest increased demand for community services would occur.

School districts in the Pantex ROI would need an additional 85 teachers during peak construction, and Pantex school districts would also require 21 additional teachers during operations to maintain the Pantex ROI No Action level of service. However, the additional teachers would be distributed over several school districts in the ROI; therefore, no single district would be significantly affected (Socio 1996a).

Twelve additional sworn police officers would be required in the INEL ROI during construction to maintain the No Action service level of 1.6 police officers per 1,000 persons, while 2 additional police officers would be required during operation. Eighteen additional firefighters would be required in the Pantex ROI during construction to maintain the No Action service level of 2.3 firefighters per 1,000 persons, while 3 additional firefighters would be required during operation (Socio 1996a).

Projected hospital occupancy rates during construction and operation would increase slightly over the No Action levels at all the sites analyzed. Projected capacities would be capable of accommodating the increase in patient load. Eleven additional physicians would be needed to maintain the No Action service level of 1.2 physicians

per 1,000 persons in the INEL ROI during construction, while 2 would be needed during operation at Pantex to maintain the No Action service level of 2.0 (Socio 1996a).

Local Transportation. The ORR local transportation network would experience the most noticeable effects from siting the evolutionary LWR. A total of 6,720 and 1,594 vehicle trips per day would be generated during the construction and operation phases, respectively. Vehicle traffic during construction would cause changes in four local road segments. I-275 from I-40 at Knoxville to I-75/640 at Knoxville as well as from I-75 at Knoxville to I-40 would both experience a drop in level of service from D to E. U.S. 70 from U.S. 321 to U.S. 11 would experience a drop in level of service from B to C. Tennessee State Route 58 from Tennessee State Region 95 to I-40 would experience a drop in level of service from E to F. Finally, Tennessee State Route 62 from Tennessee State Route 95 at Oak Ridge to Tennessee State Route at 170 would experience a significant increase in its volume-to-capacity ratio while operating at level of service F.

Drops in level of service for local roads would also occur at Hanford, NTS, INEL, Pantex, and SRS during construction. The INEL local transportation network would experience the most noticeable effects from operations of the evolutionary LWR. One thousand five hundred ninety-four vehicle trips per day would be generated during the operations phase at INEL. US 20 from US 26/91 at Idaho Falls to US 26 East would experience a drop in level of service from D to E. US 20/26 from US 26 East to ID State Route 22/33 would experience a drop in level of service from B to C (Socio 1996a).